

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

CBD15

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME
STREET

The City of Montgomery10101 Montgomery RoadMontgomery, Ohio 45242

CITY/ZIP

PROJECT NAME
PROJECT TYPE
TOTAL COST

Montgomery Road - Phase IVRoadway\$ 901,707.00

DISTRICT NUMBER
COUNTY

2Hamilton

PROJECT LOCATION ZIP CODE

45242**DISTRICT FUNDING RECOMMENDATION**

To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING:

\$ 638,618.00

FUNDING SOURCE (Check Only One):

☐ State Issue 2 District Allocation

☐ Grant

☐ Loan

☐ Loan Assistance

☐ State Issue 2 Small Government Fund

☐ State Issue 2 Emergency Funds

☒ X

Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.1 CHIEF EXECUTIVE
OFFICER
TITLE
STREET

Jon Bormet
City Manager
10101 Montgomery Road
Montgomery, Ohio 45242

CITY/ZIP
PHONE
FAX

(513) 891 - 2424
(513) 891 - 2489

1.2 CHIEF FINANCIAL
OFFICER
TITLE
STREET

E.M. Pottebaum
Finance Director
10101 Montgomery Road
Montgomery, Ohio 45242

CITY/ZIP
PHONE
FAX

(513) 891 - 2424
(513) 891 - 2489

1.3 PROJECT MGR
TITLE
STREET

Joe Cron
City Engineer
10101 Montgomery Road
Montgomery, Ohio 45242

CITY/ZIP
PHONE
FAX

(513) 891 - 2424
(513) 891 - 2489

1.4 PROJECT CONTACT
TITLE
STREET

Joe Cron
City Engineer
10101 Montgomery Road
Montgomery, Ohio 45242

CITY/ZIP
PHONE
FAX

(513) 891 - 2424
(513) 891 - 2489

1.5 DISTRICT LIAISON
TITLE
STREET

Mr. William Brayshaw, P.E.P.S.
Chief Deputy County Engineer
Hamilton County Engineer's Office
138 East Court Street, Room 700
Cincinnati, Ohio 45202

CITY/ZIP
PHONE
FAX

(513) 632 - 8691
(513) 723 - 9748

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated completion of this section.

2.1 **PROJECT NAME:** Montgomery Road - Phase IV

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. SPECIFIC LOCATION:

Main Street, from Montgomery Road to Terwilligers Alley.
Terwilligers Alley from Main Street to Montgomery Road
Specifically, from Station 0+68 to Station 23+25 (see attached map)

B. PROJECT COMPONENTS:

- Rehabilitate and Resurface existing two lane roadway
- Replace deteriorated curb
- Replace deteriorated and inadequate storm drainage
- Improve geometrics at intersections of Main/Montgomery; Main/Cooper; Main/Remington
- Realign Terwilligers Alley from Main to Montgomery
- Signalize intersections at Main/Cooper and Main/Remington

C. PHYSICAL DIMENSIONS/CHARACTERISTICS:

Current roadway is two/three lanes. The existing width varies from 24 feet to 34 feet. The rehabilitated roadway width would vary from 24 feet to 40 feet. The total length of the project is approximately 2260 L.F.

D. DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project include current residential rates based on monthly usage of 7,756 gallons per household.

Based on a comprehensive traffic study by CDS Associates, Inc. The current level of service for the intersections of Main/Cooper and Main/Remington are 'F' and 'D', respectively. With the improved geometrics and new traffic signals, the level of service for both intersections will be improved to 'B'. This project proposes to improve the level of service on Main Street in order to provide a viable alternate to Montgomery Road through the downtown area. This would improve the level of service on Montgomery Road as well. Attached is a partial copy of the Traffic Study to verify the existing level of service versus the proposed level of service. The average daily traffic for Montgomery Road and Main Street is 19,850 (1988) and 10,685 respectively.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority Use 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying Instructions for further detail.

See attached pages

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ N/A
	2. Final Design	\$ N/A
	3. Construction Supervision	\$ N/A
b)	Acquisition Expenses	
	1. Land	\$ N/A
	2. Right-of-Way	\$ N/A
c)	Construction Costs	\$ 901,707.00
d)	Equipment Costs	\$
e)	Other Direct Expenses	\$
f)	Contingencies	\$
g)	TOTAL ESTIMATED COSTS	\$ 901,707.00

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a)	Local In-Kind Contributions *	
b)	Local Public Revenues	\$ 222,790.00 24.7
c)	Local Private Revenues	\$
d)	Other Public Revenues	
	1. ODOT	\$
	2. FMHA	\$
	3. OEPA	\$
	4. OWDA	\$
	5. CDBG	\$
	6. Other C.W.W.	\$ 40,299.00 4.5
e)	OPWC Funds	
	1. Grant	\$ 638,618.00 70.8
	2. Loan	\$
	3. Loan Assistance	\$
f)	TOTAL FINANCIAL RESOURCES	\$ 901,707.00 100.0

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of all local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section 3.2(d), the following information must be attached to this project application:

- 1) The date funds are available;
- 2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, Including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project) paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs accompanied by Project Manager's Certification (see section 1.4)

IMPORTANT: Verification of all prepaid items shall be attached to this project application

	<u>COST ITEM</u>	<u>RESOURCE CATEGORY</u>	<u>COST</u>
1)	_____	_____	\$ _____
2)	_____	_____	\$ _____
3)	_____	_____	\$ _____
TOTAL OF PREPAID ITEMS		\$ _____	N/A

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed If the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ 709,652.00	78.7 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	\$ 638,618.00	70.8
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ 192,055.00	21.3 %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	\$ -----	0.0

4.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE	
4.1 ENGR. DESIGN	____/____/____	____/____/____	Complete
4.2 BID PROCESS	6 / 1 / 92	6 / 15 / 92	10/14/92 BID
4.3 CONSTRUCTION	7 / 7 / 92	5 / 1 / 93	11/25/92 CONSTRUCTION BEGUN

Carl

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost overrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c)) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Jon Bormet, City Manager

Certifying Representative (Type Name and Title)

Jon Bormet 8-2-28-92
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

- | | | |
|----------|------------|---|
| <u>X</u> | | A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a <u>two-year Maintenance of Local Effort Report</u> as required in 164-1-12 of the Ohio Administrative Code. |
| <u>X</u> | | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <u>X</u> | | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's <u>original seal and signature</u> . |
| <u>X</u> | | A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts. |
| <u>X</u> | YES
N/A | A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district). |
| <u>X</u> | YES
N/A | Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application. |

CITY OF MONTGOMERY

5 YEAR CAPITAL IMPROVEMENT PROGRAM

1992 - 1996

Streets and Sidewalks

<u>Index No.</u>	<u>Project</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
SS-1	Main Street ROW Acquisition	185,000				
SS-2	Main Street - City Share	222,800				
SS-3	Main Street - Issue 2	683,600				
SS-4	Weller Road Bikepath Engineering	75,000				
SS-5	Weller Road Bikepath	1,200,000				
SS-6	Sycamore Creek Bridge Engineering	15,000				
SS-7	Sycamore Creek Bridge Construction	125,000				
SS-8	Pfeiffer Road Bikepath	132,500				
SS-9	Pfeiffer Road Resurfacing Issue 2	132,300				
SS-10	Pfeiffer Road Resurfacing City Share	24,600				

CITY OF MONTGOMERY

5 YEAR CAPITAL IMPROVEMENT PROGRAM

1992 - 1996

Streets and Sidewalks
(continued)

<u>Index No.</u>	<u>Project</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
SS-11	Montgomery Square Traffic Signal		17,500			
SS-12	Downtown Streetscape		175,000			
SS-13	Remington - Sidewalk		35,000			
SS-14	Delray - Sidewalk		35,000			
SS-15	Deerfield Resurfacing Issue 2		85,000			
SS-16	Deerfield Resurfacing City Share		15,000			
SS-17	Annual Street Resurfacing		300,000			
SS-18	Cooper Road Resurfacing Issue 2			200,000		
SS-19	Cooper Road City Share			30,000		
SS-20	Cooper - Zig Zag - Traffic Signal			45,000		
SS-21	Annual Street Resurfacing			325,000		
SS-22	Annual Street Resurfacing				325,000	
SS-23	Cornell Road Reconstruction Issue 2					175,000

CITY OF MONTGOMERY

Capital Improvements - Summary

1992 - 1996

	1992	1993	1994	1995	1996
Street & Sidewalks	1,979,900	577,500	400,000	400,000	505,000
Parks & Facilities	287,500	670,000	1,960,000	850,000	500,000
Issue 2	<u>815,900</u>	<u>85,000</u>	<u>200,000</u>	<u>175,000</u>	<u>195,000</u>
	3,083,300	1,332,500	2,560,000	1,425,000	1,200,000

CITY OF MONTGOMERY

5 YEAR CAPITAL IMPROVEMENT PROGRAM

1992 - 1996

Streets and Sidewalks
(continued)

<u>Index No.</u>	<u>Project</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
SS-24	Cornell Road Reconstruction City Share				75,000	
SS-25	Annual Street Resurfacing					325,000
SS-26	Weller Road Reconstruction Issue 2					195,000
SS-27	Weller Road City Share					180,000

CITY OF MONTGOMERY

5 YEAR CAPITAL IMPROVEMENT PROGRAM

- Parkland Acquisition and Development
- Facility Improvements

<u>Index No.</u>	<u>Project</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>
PF-1	City Building Renovation	30,000				500,000
PF-2	New Service Department	37,500	100,000	250,000		
PF-3	Pioneer Park	20,000	20,000			
PF-4	Swimming Pool - Land, Design & Building	200,000	550,000			
PF-5	Police Department New Building			50,000	550,000	
PF-6	Weller Park			1,500,000	300,000	
PF-7	Pioneer Park - Access			80,000		
PF-8	Montgomery Park Renovation			80,000		

CITY OF MONTGOMERY, OHIO

TWO YEAR MAINTENANCE OF EFFORT REPORT

YEAR	PROJECT NAME	OTHER	FUNDING SOURCE		PROJECT TOTAL
			LOCAL	ISSUE 2	
1990	1990 Resurfacing Program (Resurfacing Project)		X		\$254,229.80
	Roads Include:				
	Jolain				
	Knollbrook				
	Old Farm				
	Oldtown				
	Schoolhouse				
	Shelldale				
	Tollgate				
	Dulle Park Slope Protection (Gabion Slope Protection)		X		\$43,569.00
	Montgomery Road Improvements Phase II (Total Reconstruction)		X		\$1,962,978.21
	Street Striping		X		\$10,000.00
	Full Depth Pavement Repair with Asphalt		X		\$9,500.00
	Storm Sewer and Catch Basin Repair		X		\$9,000.00
	General Street Maintenance		X		\$2,500.00
	Curb Repair		X		\$8,000.00
	Signal Maintenance		X		\$5,483.07
YEAR TOTAL:					\$2,305,260.08

CITY OF MONTGOMERY, OHIO

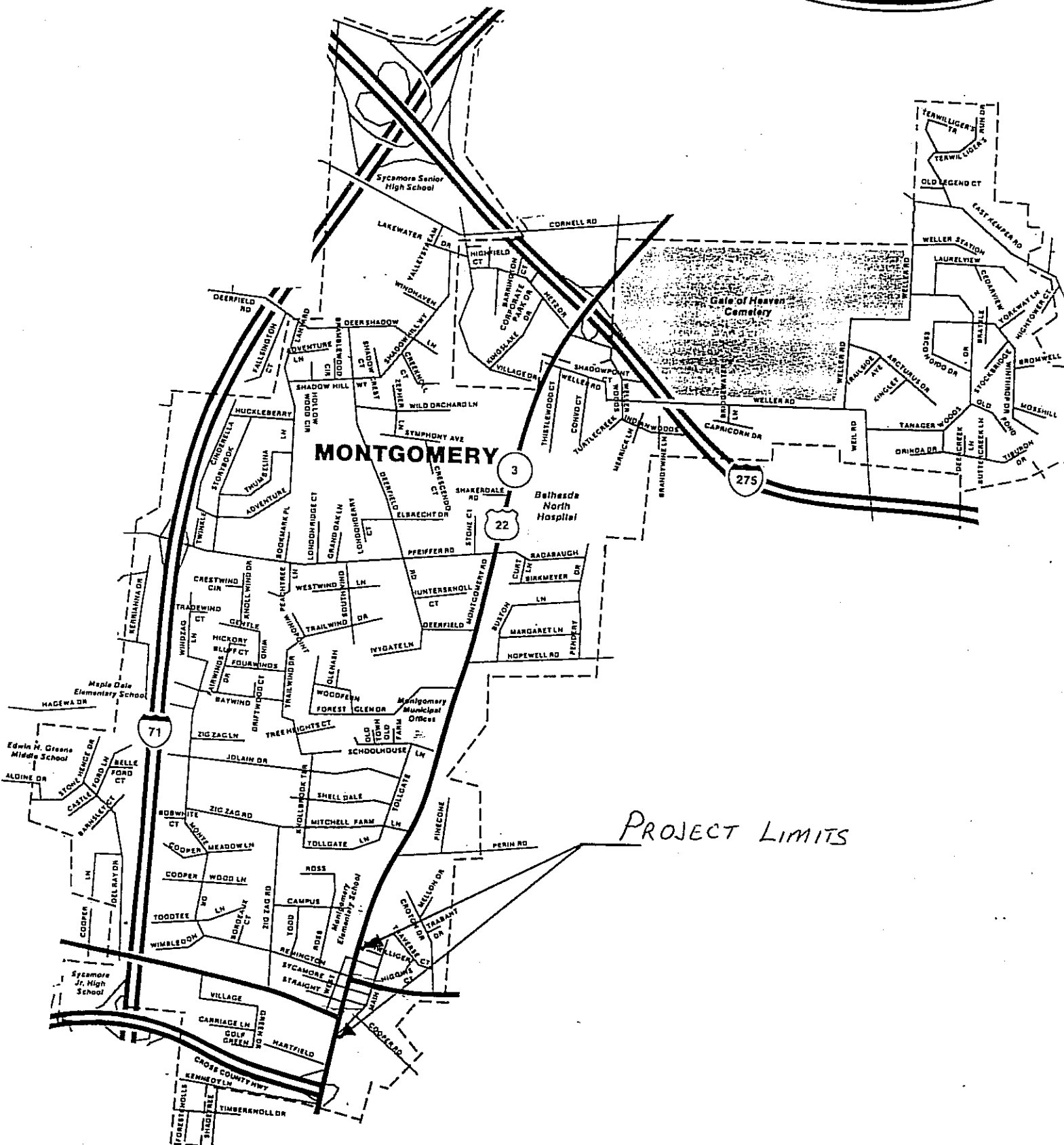
TWO YEAR MAINTENANCE OF EFFORT REPORT

YEAR	PROJECT NAME	OTHER	FUNDING SOURCE		PROJECT TOTAL
			LOCAL	ISSUE 2	
1991	1991 Resurfacing Program (Resurfacing Project)		X		\$153,277.16
	Roads Include:				
	Baywind				
	Bookmark				
	Campus				
	Lakewater				
	Thumbelina				
	Trailwind				
	Twinkle				
	Valley Stream				
	Westwind				
	Hopewell Improvements (Resurfacing)		X		\$38,463.17
	Kerrianna & Cooper Improvement (Resurfacing)		X		\$9,709.00
	Tanagerhills Improvement (Resurfacing)		X		\$6,514.50
	Swaim Park Tennis Court (Underdrain and Overlay)		X		\$26,696.00
	Montgomery Road Improvements Phase III (Total Reconstruction)		X	X	\$606,450.56
	Montgomery Road Improvements Phase III (Watermain Improvement)		X	X	\$212,088.36

CITY OF MONTGOMERY, OHIO

TWO YEAR MAINTENANCE OF EFFORT REPORT

YEAR	PROJECT NAME	OTHER	FUNDING SOURCE		PROJECT TOTAL
			LOCAL	ISSUE 2	
1991	Acomb Sewer Project (Sanitary Sewer Project)	X			\$532,341.00
	Pioneer Park (Recreation Facilities)	X			\$530,000.00
	Demolition Project		X		\$8,950.00
	Bikepath Project (Deerfield to Shadowhill)		X		\$66,050.43
	Street Striping		X		\$10,000.00
	Storm Sewer and Catch Basin Repair		X		\$3,500.00
	General Street Maintenance		X		\$2,500.00
	Signal Maintenance		X		\$12,984.71
	YEAR TOTAL				\$2,219,524.89



RESULTING EMPLOYMENT OPPORTUNITIES

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.



10101 Montgomery Road • Montgomery, Ohio 45242 • (513) 891-2424 • Fax(513) 891-2498

Mayor
Ivan J. Silverman

Vice Mayor
Richard Tuten

Council Members
Keith Bookbinder
Gary Gross
Donald Hess
B. Kathryn King
Robert Reichert

City Manager
Jon Bormet

Administration
Patricia Alsip
Jackie Burnett
Henry Burwinkel
Joe Cron
Jeanette Dick
Brenda Fisher
Susan Hamm
Dave Harvey
Fred Horsley
Janet Korach
Carolyn Juillerat
Cynthia Logan
John Norwine
Derrick Parham
Roger Paul
Betsy Pottebaum
Ahmad Qayoumi
Susie Sheridan
Rebecca Wellbrock

Police
Donald McGlothlin
Gerald Beitman
Paul Collins
Ronald Fread
Donald Jasper
Brian Knowles
James LaCalameto
Kirk Nordbloom
Michael Oney
Terri Pavely
Michael Plaatje
Cynthia Rains
David Reuther, Jr.
Jack Sahnd
Gregory Schill
Thomas Wagner
Dennis Wells
Debra Witte
Ken Wittekind
Michael Young

Service
Robert Hall
Delmer Proffit
James Ranson
John Robinson
Larry Rohrig
Glenn Smith
James Stewart
Mike Vonderbrink
Terry Willenbrink

February 28, 1992

Ohio Public Works Commission
77 S High Street Room 1629
Columbus OH 43266-0303

Re: Issue 2 Project

To Whom It May Concern:

This will serve to certify that local funds are available to meet Montgomery's share of the Montgomery Road -- Phase 4 project.

These funds are available from the general operating funds of the City.

Sincerely,

A handwritten signature in cursive script, appearing to read 'E. Pottebaum'.

Elizabeth Pottebaum
Finance Director

EP/jlb

CITY OF MONTGOMERY
CASH BASIS COMBINED ANNUAL FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED DECEMBER 31, 1991

	Governmental Fund Types	Expendable Trust Funds	Proprietary Funds	Nonexpendable Trust Funds	Agency Funds	Total (Memorandum Only)
RECEIPTS	REVENUE RECEIPTS:		OPERATING REVENUES:			
Local Taxes	4,422,540	0	0			4,422,540
Intergovernmental Revenue	741,495	0	0			741,495
Special Assessments	0	0	0			0
Charges for Services	125,414	0	0			125,414
Fines, Licenses, & Permits	160,354	0	0			160,354
Miscellaneous	424,589	11,138	0			435,727
TOTAL RECEIPTS	5,874,392	11,138	0			5,885,530
DISBURSEMENTS	EXPENDITURE DISBURSEMENTS:		OPERATING EXPENSES:			
Current:						0
Security of Person & Property	1,574,154	821				1,574,975
Public Health Services	68,579	0				68,579
Leisure Time Activities	185,196	6,398				191,595
Community Environment	230,844	0				230,844
Basic Utility Service	318,662	0				318,662
Transportation	597,714	0				597,714
General Government	790,351	0				790,351
Personal Services			174,582			174,582
Travel Transportation			0			0
Contractual Services			80,803			80,803
Supplies & Materials			7,755			7,755
Capital Outlay	2,351,713	0	0			2,351,713
Debt Service	861,473	0				861,473
TOTAL DISBURSEMENTS	6,978,688	7,219	263,140	0	0	7,249,047
Total Receipts over/under Disbursements	(1,104,296)	3,919	(263,140)	0	0	(1,363,517)
Other Financing Sources/(Uses)	OTHER FINANCING SOURCES/(USES):		NON-OPERATING REVENUES/(EXPENSES):			
Local Taxes			0			0
Intergovernmental Revenues			0			0
Proceeds From Sales of Debt			0			0
Sale of Bonds	0	0	0			0
Sale of Notes	2,000,018	0	175,000			2,175,018
Other Proceeds			0			0
Miscellaneous			0			0
Sale of Fixed Assets	866	0	0			866
Other Sources/Nonop. Expenditures ...	186,101	0	55,439			241,540
Transfers-In	1,176,244	3,540	368,527			1,548,311
Advances-In			0			0
Transfers-Out	1,548,312	0	0			1,548,312
Advances-Out			0			0
Debt Service			0			0
Other Uses/Nonop. Expenditures	93,489	0				93,489
Total Other Fin. Sources/(Uses)	1,721,429	3,540	598,966	0	0	2,323,935

	Governmental Fund Types	Expendable Trust Funds	Proprietary Funds	Nonexpendable Trust Funds	Agency Funds	Total (Memoranda Only)
Excess Receipts and Other Financing Sources Over/(Under)						
Expend. Disb. & Other Uses/Net	617,133	7,459	335,826	0	0	560,418
Fund Cash Balance January 1	2,934,816	61,933	184,398			3,180,247
Fund Cash Balance December 31	3,551,949	68,492	319,216			3,939,656
Reserve For Encumbr. December 31	0	0	0			0

	OUTSTANDING Jan. 1, 1991	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1991	Treasury Balance.	
Summary of Indebtedness					139,003	
Mortgage Revenue					Investments	3,775,650
G.O. Bonds	4,030,000		515,000	3,515,000	Cash on Hand	
G.O. Notes	535,000	2,000,000	10,000	2,525,000	Total Treasury ..	3,915,653
Revenue Anticipation Notes					Balance	
O.M.D.A. Loans					Outstanding	139,452
Industrial Dev. Bonds					TOTAL BALANCE ...	3,779,201
Other Bonds & Notes						
TOTAL	4,565,000	2,000,000	525,000	6,040,000		

Memoranda Data:		I certify this report to be correct and true to the best of my knowledge.	THIS IS AN UNAUDITED FINANCIAL STATEMENT
Assessed Valuation	227,500,000		
Property Tax Levies			
Inside 10 Mill	3.42	<i>Elizabeth M. Pottebaum</i>	27-Feb-92 Finance Director
Outside 10 Mill	1.08		
Charter Village		(Chief Fiscal Officer Sign Above) (Date)	(Chief Fiscal Officer Title)
Municipal Income Tax	1.00	10101 Montgomery Road	Montgomery, Ohio 45242
Estimated Population	9,753		
Federal Census Population	9,753	(Street Address)	(City, State) (Zip)
		Elizabeth M. Pottebaum	(513) 891-2424
		(Print or Type Name)	(Telephone)

ESTIMATE OF CONSTRUCTION COST
CITY OF MONTGOMERY
MONTGOMERY ROAD IMPROVEMENT
PHASE IV

ODOT ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
202	Walk Removed	348	S.F.			\$ 2.00	\$ 696.00
202	Curb Removed as Per Plan	1671	L.F.			3.30	5514.30
202	Pavement Removed	310	S.Y.			11.00	3410.00
202	Structures Removed	L.S.	L.S.			20000.00	20000.00
202	Catch Basin or Inlet Removed	17	Ea.			175.00	2975.00
202	Manhole Removed	1	Ea.			300.00	300.00
202	Pipe Removed, 24" & Under	881	L.F.			11.00	9691.00
202	Clearing & Grubbing	LS	LS			20,000.00	20,000.00
Spl.	Gas Valve Adjusted to Grade	10	Ea.			80.00	800.00
203	Excavation Not Incl. Embankment Construction	6476	C.Y.			10.10	65,407.60
203	Subgrade Compac- tion	7582	S.Y.			1.50	11,373.00
203	Embankment	2355	C.Y.			9.10	21,430.50
203	Proof Rolling	6	Hours			115.00	690.00
254	Pavement Planing, Bit.	1439	S.Y.			5.00	7,195.00
254	Patching Planed, Surface	200	S.Y.			3.50	700.00
207	Temporary Seeding & Mulching	950	S.Y.			0.50	475.00
207	Straw Bales	70	Ea.			6.00	420.00
301	Bituminous Aggre- gate Base	574	C.Y.			64.00	36,736.00
304	Aggregate Base	2988	C.Y.			30.00	89,640.00
402	Asphalt Concrete (AC-20)	622	C.Y.			57.50	35,765.00
403	Asphalt Concrete (AC-20)	112	C.Y.			62.50	7,000.00
404	Asphalt Concrete (AC-20)	566	C.Y.			62.50	35,375.00
407	Tack Coat	401	Gal.			1.50	601.50
408	Bituminous Prime Coat	2276	Gal.			1.70	3869.20
451	7" Reinforced Portland Cement Concrete	203	S.Y.			51.50	10,454.50
616	Water	5	M.Gal.			30.00	150.00
616	Calcium Chloride	1	Ton			500.00	500.00
601	Rock Channel Protection, Type B w/Filter	28	C.Y.			51.00	1428.00
601	6" Reinf. Conc. Slab	8	S.Y.			71.00	568.00
602	Concrete Masonry	2.8	C.Y.			850.00	2380.00
603	12" Conduit, Type B	387	L.F.			35.00	13,545.00

DDOT ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
603	15" Conduit, Type B	930	L.F.			\$ 42.50	\$ 39,525.00
603	30" Conduit, Type B	497	L.F.			68.50	34,044.50
603	72" Conduit, Type B	80	L.F.			245.00	19,600.00
604	Manholes, MH-3	4	Ea.			1700.00	6,800.00
604	Catch Basins, No. 2-2-B	4	Ea.			1100.00	4,400.00
604	Catch Basins, No. 3	12	Ea.			1760.00	21,120.00
604	Catch Basins, No. 3A	7	Ea.			1400.00	9,800.00
604	Catch Basin, No. 6	1	Ea.			1250.00	1250.00
604	Catch Basins or Inlets Reconstructed to Grade	5	Ea.			500.00	2500.00
604	Manholes Reconstructed to Grade	25	Ea.			450.00	11,250.00
Spl.	Water Valve Adjusted To Grade	20	Ea.			200.00	4,000.00
Spl.	Water Line Relocated	80	L.F.			85.00	6,800.00
Spl.	Fire Hydrant Relocated	1	Ea.			1500.00	1,500.00
Spl.	Conc. Cap Installed on Ex. Structure	1	Ea.			700.00	700.00
Spl.	2" Gray PVC Conduit	1206	L.F.			6.00	7236.00
608	4" Concrete Walk	734	S.F.			4.00	2936.00
608	Curb Ramps	22	Ea.			125.00	2750.00
609	Curb, Type 6	3771	L.F.			9.50	35,824.00
Spl.	6" PVC Downspout Connections	200	L.F.			11.20	2,240.00
609	Asphalt Conc. Curb Type 1	304	L.F.			5.50	1,672.00
614	Maintain. Traffic	L.S.	L.S.			40,000.00	40,000.00
621	4" Edge Lines	1.15	Mile			500.00	575.00
621	4" Lane Lines	1.00	Mile			450.00	450.00
621	4" Center Lines	0.46	Mile			1650.00	759.00
621	8" Channelizing Lines	1610	L.F.			0.45	724.50
621	24" Stop Lines	302	L.F.			1.35	407.70
621	12" Crosswalk Lines	1173	L.F.			1.15	1348.95
621	12" Transverse Lines	748	L.F.			1.15	860.20
621	Lane Arrows	25	Ea.			35.00	875.00
621	Word on Pavement, 72"	11	Ea.			44.00	484.00
621	Painted Island Marking	57	S.F.			1.10	62.70
621	Removal of Pavement Markings	4175	L.F.			0.70	2922.50
621	Parking Stall Marking	556	L.F.			0.52	289.12

ODOT ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
621	School Symbol, 12"	1	Ea.			<u>100.00</u>	<u>100.00</u>
623	Construction Lay-	L.S.	L.S.			<u>20,000.00</u>	<u>20,000.00</u>
624	Mobilization	L.S.	L.S.			<u>25,000.00</u>	<u>25,000.00</u>
625	Pullbox, Concrete 18"x18"	14	Ea.			<u>550.00</u>	<u>7,700.00</u>
625	Trench	946	L.F.			<u>9.00</u>	<u>8,514.00</u>
625	Conduit, PVC Type EB, 713.07, 3"	946	L.F.			<u>6.00</u>	<u>5,676.00</u>
630	Ground Mounted Supports, #4 Posts	399	L.F.			<u>6.50</u>	<u>2593.50</u>
630	Relocate Existing School Warning Beacon	1	Ea.			<u>850.00</u>	<u>850.00</u>
630	Removal of Overhead Mounted Sign and Storage	6	Ea.			<u>50.00</u>	<u>300.00</u>
630	One Way Supports, No. 4 Post	17	Ea.			<u>100.00</u>	<u>1700.00</u>
630	Signs, Flat Sheet	254.94	S.F.			<u>17.00</u>	<u>4333.98</u>
630	Removal of Ground Mtd. Post Support	45	Ea.			<u>30.00</u>	<u>1350.00</u>
630	Removal of Ground Mtd. Sign & Storage	56	Ea.			<u>25.00</u>	<u>1400.00</u>
630	Removal of Ground Mounted Signs and Re-erection	17	Ea.			<u>50.00</u>	<u>850.00</u>
630	Sign Support Assem- bly, Pole Mounted	25	Ea.			<u>50.00</u>	<u>1250.00</u>
630	Street Name Sign Attachment Assembly Pole Mount	3	Ea.			<u>90.00</u>	<u>270.00</u>
632	Removal of Traffic Signal Installation	2	Ea.			<u>1250.00</u>	<u>2500.00</u>
632	Vehic. Signal Hd, 3-Section, 12" Lens, 1 Way	13	Ea.			<u>475.00</u>	<u>6175.00</u>
632	Vehic. Signal Hd, 3-Section, 12" Lens, 2 Way	7	Ea.			<u>750.00</u>	<u>5250.00</u>
632	Ped. Signal Hd., Type A-2	32	Ea.			<u>500.00</u>	<u>16000.00</u>
632	Loop Detector Unit	8	Ea.			<u>140.00</u>	<u>1120.00</u>
632	Conc. for Anchor Base Foundations	9.68	C.Y.			<u>650.00</u>	<u>6292.00</u>
632	Covering of Vehic. Signal Heads	27	Ea.			<u>15.00</u>	<u>405.00</u>
632	Signal cable, 5C #14AWG	5535	L.F.			<u>1.00</u>	<u>5535.00</u>
632	Power Service	4	Ea.			<u>850.00</u>	<u>3400.00</u>
632	Power Cable, 2C #6 AWG	563	L.F.			<u>2.00</u>	<u>1126.00</u>
632	Loop Detector Pave- ment Cutting	919	L.F.			<u>5.00</u>	<u>4595.00</u>

ODOT ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
632	Loop Detector Wire 1-C #14AWG	2934	L.F.			<u>0.45</u>	<u>1320.30</u>
632	Pedestal, 8 Foot	2	Ea.			<u>1100.00</u>	<u>2200.00</u>
632	Pedestal, 12 Foot	20	Ea.			<u>1300.00</u>	<u>26,000.00</u>
632	Conduit Riser, 1-1/2" Dia.	40	L.F.			<u>4.00</u>	<u>160.00</u>
632	Rem. of Flashing Signal	1	Ea.			<u>375.00</u>	<u>375.00</u>
632	Coordinator, Time Based	4	Ea.			<u>350.00</u>	<u>1400.00</u>
632	Loop Detector Lead- In Cable 2-C #14AWG 2C-#14AWG	527	L.F.			<u>1.40</u>	<u>737.80</u>
633	Concrete for Cabinet Foundation	3.94	C.Y.			<u>475.00</u>	<u>1871.50</u>
633	Controller, Actuated, 3-Phase, Ground Mounted	4	Ea.			<u>4450.00</u>	<u>17,800.00</u>
659	Water for Temp. Soil Erosion and Sediment Control	1	M.Gal.			<u>25.00</u>	<u>25.00</u>
659	Commercial Ferti- lizer	0.70	Tons			<u>340.00</u>	<u>238.00</u>
659	Agricultural Liming	2.9	Tons			<u>35.00</u>	<u>101.50</u>
659	Seeding & Mulching	6408	S.Y.			<u>0.60</u>	<u>3844.80</u>
659	Repair Seeding & Mulching	500	S.Y.			<u>0.60</u>	<u>300.00</u>
659	Water for Permanent Seeding and mulching	14	M.Gal.			<u>26.00</u>	<u>364.00</u>
659	Mowing	91	M.S.F.			<u>5.00</u>	<u>455.00</u>
660	Sodding	102	S.Y.			<u>5.00</u>	<u>510.00</u>

The following items are based on the State of Ohio, Department of Transportation, Construction and Material Specifications, dated January 1, 1989, and modified by the City of Cincinnati Supplement to said State of Ohio Specifications, latest edition and any supplements or changes thereto.


ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
1101	Furnishing and Laying 6" Ductile Iron Pipe and Fittings	8	L.F.			<u>70.00</u>	<u>560.00</u>
1101	Furnishing and Laying 8" Ductile Iron Pipe and Fittings	80	L.F.			<u>60.00</u>	<u>4800.00</u>
1101	Furnishing and Laying 12" Ductile Iron Pipe and Fittings	195	L.F.			<u>93.00</u>	<u>18,135.00</u>
1103	Lower Existing 8" Water Main	100	L.F.			<u>70.00</u>	<u>7,000.00</u>
1110	Concrete Class "C"	3	C.Y.			<u>175.00</u>	<u>525.00</u>

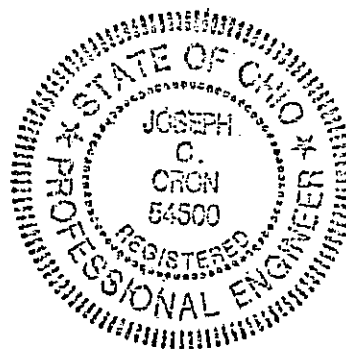
ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
1111	12" Valve Chamber (Pre-Cast)	1	Each			<u>1900.00</u>	<u>1900.00</u>
1111	8" Valve Chamber (Pre-Cast)	1	Ea.			<u>1750.00</u>	<u>1750.00</u>
1113	Relocating Existing Fire Hydrant	1	Each			<u>1450.00</u>	<u>1450.00</u>
1116	Furnishing and Installing Valve Box Complete	1	Each			<u>450.00</u>	<u>450.00</u>
1119	Additional Excavation	50	C.Y.			<u>20.00</u>	<u>1000.00</u>
1120	Exploratory Excavation	50	C.Y.			<u>40.00</u>	<u>2000.00</u>
1121	Filling Abandoned Water Works Structures	3	C.Y.			<u>16.00</u>	<u>48.00</u>
1122	Removing Existing Manhole Curb and Cover	1	Each			<u>75.00</u>	<u>75.00</u>
1122	Removing Existing Valve Box	1	Ea.			<u>80.00</u>	<u>80.00</u>
1123	Changing Pipe Sewers 8" and Under	25	L.F.			<u>38.00</u>	<u>950.00</u>
1123	Changing Pipe Sewers 10" to 24"	25	L.F.			<u>35.00</u>	<u>875.00</u>
1126	Hauling, Installing and Connecting 3/4" Copper Service Pipe	15	L.F.			<u>30.00</u>	<u>450.00</u>
1126	Hauling, Installing and Connecting 1" Copper Service Pipe	75	L.F.			<u>30.00</u>	<u>2,250.00</u>
1126	Hauling, Installing and Connecting 1-1/2" Copper Service Pipe	22	L.F.			<u>35.00</u>	<u>770.00</u>
1128	Reconnecting Existing 3/4" Service Branch	1	Each			<u>330.00</u>	<u>330.00</u>
1128	Reconnecting 1-1/2" Service Branch	1	Ea.			<u>390.00</u>	<u>390.00</u>
1129	Hauling and Installing 3/4" Stop Cock in Existing Line	1	Ea.			<u>225.00</u>	<u>225.00</u>
1130	Disconnecting Existing 3/4" Service Branch	4	Ea.			<u>165.00</u>	<u>660.00</u>

ITEM NO.	DESCRIPTION	EST'D QUANTITY	UNITS	UNIT PRICE			TOTAL COST (EXTENSION)
				MATERIALS	LABOR	TOTAL	
1131	Hauling and Installing Curb and Roadway Boxes	3	Ea.			<u>145.00</u>	<u>435.00</u>
1134	Relocating Existing 5/8" Frost-Proof Meter Setting	1	Ea.			<u>430.00</u>	<u>430.00</u>
1135	Resetting Existing 5/8" Frost-Proof Meter Setting	1	Ea.			<u>265.00</u>	<u>265.00</u>
1135	Resetting Existing 1-1/2" Frost-Proof Meter Setting	2	Each			<u>250.00</u>	<u>500.00</u>
1138	Removing Curb and Roadway Boxes	1	Ea.			<u>75.00</u>	<u>75.00</u>
509	Reinforcing Steel	150	Lbs.			<u>130</u>	<u>195.00</u>
604	Adjusting Existing Valve Chamber to Grade	2	Each			<u>275.00</u>	<u>550.00</u>

The above opinion of construction cost is subject to adjustments upon receipt of bids by Qualified Contractors.

Upon satisfactory completion of work the useful life of the Montgomery Road Phase IV Improvement will be 25 years.


 Joseph C. Cron P.E.
 Reg. # 54500



**BETTERMENTS FOR PHASE 4
CITY OF MONTGOMERY**

The following are betterments for the Montgomery Road - Phase 4 Project.

All Traffic Signals Work	\$ 89,862
51% Water Main Work	41,943*
2100 LF of Type 6 Curb	<u>19,950</u>
Total Betterment Costs	\$151,755

All costs associated with this work will be paid for by the City of Montgomery.

- * 49% of the water main work will be paid for by Cincinnati Water Works.

RESOLUTION NO. //, 1992

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT
APPLICATIONS TO, AND TO ENTER INTO CONTRACTS WITH THE
OHIO PUBLIC WORKS COMMISSION FOR ISSUE 2 FUNDS

WHEREAS, the City of Montgomery has identified Pfeiffer Road and Main Street
as two areas in the city requiring major infrastructure repairs.

NOW THEREFORE BE IT RESOLVED, by the Council of the City of Montgomery,
Ohio:

SECTION 1. The City Manager is authorized to submit the appropriate applications
to, and enter into contracts with, the Ohio Public Works Commission for Issue 2 Funds.

SECTION 2. This Resolution shall be in full force and effect from and after its
passage.

PASSED: Feb 27, 1992

1. 1. 10

David K. K. K.

ASPHALT PAVEMENT RATING FORM

CITY OF MONTGOMERY

STREET OR ROUTE MAIN STREET

LENGTH OF PROJECT .327 mi WIDTH 24' to 34'

PAVEMENT TYPE ASPHALT DATE 2/17/92

(Note: A rating of "0" indicates defect does not occur)

DEFECTS		RATING
Transverse Cracks	0-5	<u>5</u>
Longitudinal Cracks	0-5	<u>3</u>
Alligator Cracks	0-10	<u>6</u>
Shrinkage Cracks	0-5	<u>1</u>
Rutting	0-10	<u>2</u>
Corrugations	0-5	<u>1</u>
Raveling	0-5	<u>2</u>
Shoving or Pushing	0-10	<u>3</u>
Pot Holes	0-10	<u>5</u>
Excess Asphalt	0-10	<u>0</u>
Polished Aggregate	0-5	<u>4</u>
Deficient Drainage	0-10	<u>4</u>
Overall Riding Quality (0 is excellent; 10 is very poor)	0-10	<u>5</u>
Sum of Defects		<u>41</u>

Condition Rating = 100 - Sum of Defects
= 100 - 41

Condition Rating = 59

MONTGOMERY ROAD TRAFFIC STUDY

PHASE 4, PART I

Introduction

Part I of this traffic study will include the data that was collected for the study and the analysis of the data obtained up to this point. This part of the report will not include any recommendations. The recommendations of the traffic study will be included in Part II.

Part I was prepared to inform the Montgomery Road Task Force of the findings based on the data that was obtained, and discuss those findings in order to determine the direction of Part II of the study.

The information presented in Part I of the traffic study includes the following:

1. An overall schematic showing the downtown area, streets and lane use between Cooper Road and Remington Road (Figure A).
2. Average daily traffic obtained on Montgomery Road between Cooper and Remington for a one week period (Figure 1).
3. Hourly traffic distribution for Montgomery Road for Thursday traffic, showing the peak hour volumes (Figure 2).
4. Hourly traffic distribution for Montgomery Road for Friday traffic, showing the peak hour and associated volumes (Figure 3).
5. Figures 4 and 5 are graphical representation of the Noon Peak and PM Peak for the intersection of Remington Road and Montgomery Road.
6. Figures 6, 7, and 8 are graphical representation of the AM Peak, Noon Peak, and PM Peak traffic existing at the intersection of Montgomery Road and Cooper Road.
7. Figure B shows the AM Peak hour existing traffic distribution at each of the four intersections involved.
8. Figure C shows the PM Peak hour existing traffic distribution at each of the four intersections involved.
9. A capacity analysis and level of service of the existing conditions at the intersections of Montgomery Road/Cooper Road and Montgomery Road/Remington Road. The capacity analyses were prepared for the Noon Peak and PM Peak hours.
10. We have included the definitions of capacity analysis and each level of service to help explain the level of service included in the computer outputs.
11. A more efficient timing for the intersection of Montgomery Road and Cooper Road was established.

Findings

Based on the traffic data and the capacity obtained for the four intersections involved we have determined the following:

- A. The intersection of Montgomery Road and Cooper Road is operating at a very low level of service.
- B. The intersection of Montgomery Road and Remington Road is operating at an acceptable level of service with an acceptable delay. The reason that this intersection is operating at higher level of service is because traffic is choosing different route because of the low capacity at Remington Road between Main Street and Montgomery Road.
- C. The intersection of Main Street and Remington Road is operating at an acceptable level of service during the AM Peak (LOS C). This intersection is operating at an unacceptable level of service during the PM Peak (LOS D).
- D. The intersection of Main Street and Cooper Road is operating at an acceptable level of service during the AM Peak (LOS C). This intersection is operating at an unacceptable level of service during the PM Peak (LOS F).
- E. The 4-Way stops are presently operating at an uneven distribution for the East/West and North/South traffic. The most efficient operation for a 4-Way stop is when the traffic is even for each approach at the intersection.
- F. Main street is used as an alternate route for traffic between Cooper and Remington during the peak hours.

CAPACITY AND LEVEL OF SERVICE
FOR
REMINGTON RD. AND MAIN ST.

		OPTION I		OPTION II		OPTION III	
		AM	PM	AM	PM	AM	PM
REM. EB.	LT	B	C	B	C	A	C
	TH	B	C	B	C	A	C
	RT	B	C	B	C		
REM. WB.	LT	B	C	B	D		C
	TH	B	C	B	C	C	C
	RT	B	C	B	C	C	C
MAIN NB.	LT	C	B	C	B	C	B
	TH	C	C	C	D	C	B
	RT	C	C	C	D	C	B
MAIN SB.	LT	C	B	C	B		
	TH	C	B	C	B		
	RT	C	B	C	B		
OVERALL		B	C	B	C	C	C

CAPACITY AND LEVEL OF SERVICE
FOR
MONTGOMERY RD. AND MAIN ST.

		OPTION I		OPTION II	
		AM	PM	AM	PM
MAIN WB.	LT	C	B	C	B
MONT. NB.	TH	B	B	B	C
	RT	A	A	A	A
MONT. SB.	LT				
	TH	B	B	C	B
	RT				
OVER ALL		B	B	C	B

FIGURE #1

CAPACITY ANALYSIS
LOS

CDS ASSOCIATES INC.

**CAPACITY AND LEVEL OF SERVICE
FOR
COOPER RD. AND MAIN ST.**

		OPTION I		OPTION II		OPTION III	
		AM	PM	AM	PM	AM	PM
COOPER EB.	LT	B	B	B	B	C	D
	TH	C	C	C	C	C	C
	RT	C	C	C	C		
COOPER WB.	LT	B	C	B	C		
	TH	B	C	B	C	C	C
	RT	B	C	B	C	C	C
MAIN SB.	LT	A	A	A	A	B	B
	TH	A	C	A	C	B	D
	RT	A	C	A	C	B	D
MAIN NB.	LT	A	A	A	A		
	TH	B	B	B	B		
	RT	B	B	B	B		
OVERALL		B	B	B	B	B	C

FIGURE #3

**CAPACITY ANALYSIS
LOS**

CDS ASSOCIATES INC.

CITY OF MONTGOMERY PAVEMENT RATING SYSTEM

STREET NAME	PAVEMENT TYPE	CURB TYPE	SHOULDER PAVEMENT TYPE	OVERALL RATING	LENGTH (MILES)	# OF LANES	LANE MILES
SHELLY LANE	ASPHALT	7	DIRT	27	0.135	2	0.27
MONTGOMERY PHASE IV(SEC.1)	ASPHALT	3	DIRT	33	0.521	4	2.084
ARCTURUS DRIVE	ASPHALT	1	DIRT	36	0.339	2	0.678
PFRIPPER ROAD	ASPHALT	7	DIRT	43	1.214	2	2.428
TRAILSIDE LANE	ASPHALT	1	DIRT	45	0.058	2	0.116
BIRKENMYER DRIVE	ASPHALT	7	DIRT	47	0.241	2	0.482
BUXTON LANE	ASPHALT	7	DIRT	47	0.492	2	0.984
MARGARET LANE	ASPHALT	7	DIRT	47	0.284	2	0.568
KINGLET CIRCLE	ASPHALT	1	DIRT	50	0.043	2	0.086
DEERFIELD ROAD (SEC. 1)	ASPHALT	7	DIRT	51	0.807	2	1.614
DEERFIELD ROAD (SEC. 2)	ASPHALT	7	DIRT	51	0.704	2	1.408
GOLF GREEN DRIVE	CONCRETE	4	DIRT	52	0.181	2	0.362
PENDRY DRIVE	ASPHALT	7	DIRT	52	0.376	2	0.752
BADABAUGH DRIVE	ASPHALT	7	DIRT	52	0.311	2	0.622
INDIANWOODS DRIVE	CONCRETE	4	DIRT	54	0.34	2	0.68
MONTGOMERY PHASE IV(SEC.2)	CONCRETE	3	DIRT	54	0.151	4	0.604
CURT LANE	ASPHALT	7	DIRT	57	0.075	2	0.15
PERIN ROAD	ASPHALT	7	DIRT	57	0.252	2	0.504
STUBBORN DRIVE	CONCRETE	4	DIRT	58	0.286	2	0.572
MAIN STREET (SEC. 1)	ASPHALT	3	DIRT	59	0.224	2	0.448
MAIN STREET (SEC. 2)	ASPHALT	7	DIRT	59	0.103	2	0.206
ROSS AVENUE	ASPHALT	7	DIRT	59	0.454	2	0.908
VILLAGE GREEN DRIVE	CONCRETE	4	DIRT	59	0.407	2	0.814
BRANDYWINE LANE	CONCRETE	4	DIRT	60	0.123	2	0.246
CORNELL ROAD	ASPHALT	7	DIRT	60	0.822	2	1.644
TODD AVENUE	ASPHALT	7	DIRT	63	0.16	2	0.32
STRAIGHT STREET	ASPHALT	7	DIRT	64	0.038	2	0.076
COOPER ROAD (SEC.2)	ASPHALT	NONE	DIRT	65	0.303	2	0.606
ORINDA DRIVE	CONCRETE	4	DIRT	65	0.136	2	0.272
STANMORE STREET	ASPHALT	7	DIRT	65	0.198	2	0.396
VINTHROP DRIVE	ASPHALT	1	DIRT	65	0.565	2	1.13
CONVO COURT	CONCRETE	4	DIRT	67	0.206	2	0.412
MERRICK LANE	CONCRETE	4	DIRT	67	0.125	2	0.25
ZIG ZAG ROAD	ASPHALT	7	DIRT	67	1.592	2	3.184
COOPER ROAD (SEC.4)	ASPHALT	6	PAVEES	68	0.124	2	0.248
SYMPHONY AVENUE	ASPHALT	7	DIRT	69	0.179	2	0.358
TURTLECREEK LANE	CONCRETE	4	DIRT	69	0.07	2	0.14
CECSCENDO COURT	ASPHALT	7	DIRT	70	0.125	2	0.25
BERNINGTON ROAD	ASPHALT	7	DIRT	70	0.472	2	0.944
WILD ORCHARD LANE	ASPHALT	7	DIRT	70	0.324	2	0.648
TERWILLIGER ALLEY	ASPHALT	7	DIRT	71	0.062	2	0.124
LANYARD DRIVE	CONCRETE	4	DIRT	72	0.08	2	0.16
TIMBERKNOLL DRIVE	CONCRETE	4	DIRT	72	0.054	2	0.108
CAPRICORN DRIVE	ASPHALT	1	DIRT	73	0.191	2	0.382
COOPERWOOD LANE	ASPHALT	1	DIRT	73	0.294	2	0.588
SNIDER STREET	ASPHALT	7	DIRT	73	0.039	2	0.078
FOODTEE LANE	ASPHALT	1	DIRT	73	0.291	2	0.582
ZEPHYR	ASPHALT	3	DIRT	73	0.147	2	0.294
MONTI DRIVE	ASPHALT	1	DIRT	74	0.651	2	1.302
WEIL ROAD	ASPHALT	7	DIRT	74	0.256	2	0.512
WIMBLEDON COURT	ASPHALT	1	DIRT	74	0.209	2	0.418
CAERLAGE LANE	CONCRETE	4	DIRT	75	0.184	2	0.368
ASHLEY COURT	ASPHALT	3	DIRT	76		2	
ELBRECHT DRIVE (SEC. 1)	ASPHALT	1	DIRT	76	0.09	2	0.18
FORESTKNOLLS DRIVE	CONCRETE	4	DIRT	76	0.112	2	0.224
TAULMAN ALLEY	ASPHALT	7	DIRT	76	0.047	2	0.094
WELER ROAD (SEC.5)	ASPHALT	NONE	DIRT	76	0.554	2	1.108

PAVEMENT RATING SYSTEM

COOPER ROAD (SEC. 1)	ASPH.O.L.	7	DIRT	77	78	0.427	2	0.854
B. KEMPER ROAD	ASPHALT	7	DIRT	78	81	0.522	2	1.044
TANAGERWOODS DRIVE (SEC.2)	ASPHALT	1	DIRT	79	77	0.547	2	1.094
TANAGERWOODS DRIVE (SEC. 1)	CONCRETE	4	DIRT	80	76	0.249	2	0.498
WEST ROAD	ASPHALT	7	DIRT	80	84	0.059	2	0.118
HOSSHILL LANE	ASPHALT	1	DIRT	81	79	0.1	2	0.2
WELLER ROAD (SEC.3)	ASPHALT	NONE	DIRT	81	82	0.251	2	0.502
WELLER ROAD (SEC.6)	ASPHALT	NONE	DIRT	81	81	0.370	2	0.740
BORDAUX COURT	ASPHALT	1	DIRT	82	79	0.05	2	0.10
COOPERMEADOW LANE	ASPHALT	1	DIRT	82	81	0.334	2	0.668
THISTLEWOOD COURT	CONCRETE	4	DIRT	82	81	0.203	2	0.406
WELLER ROAD (SEC.1)	ASPHALT	NONE	DIRT	82	84	0.355	2	0.710
WELLERWOODS DRIVE	ASPH.O.L.	4	DIRT	82	79	0.143	2	0.286
BARNESLEY COURT	ASPH.O.L.	4	DIRT	83	80	0.114	2	0.228
BRATTLE LANE	ASPHALT	1	DIRT	83	81	0.088	2	0.176
ESCONDIDO DRIVE	ASPHALT	1	DIRT	83	81	0.281	2	0.562
OLD POND DRIVE	ASPHALT	1	DIRT	83	82	0.163	2	0.326
SHAKERDALE DRIVE	ASPHALT	3	DIRT	83	87	0.171	2	0.342
CASTLEFORD LANE	ASPH.O.L.	4	DIRT	84	82	0.384	2	0.768
CROTON DRIVE	ASPH.O.L.	4	DIRT	84	81	0.291	2	0.582
LONDONDERRY COURT	ASPHALT	1	DIRT	84	82	0.085	2	0.17
MELLOW DRIVE	ASPH.O.L.	4	DIRT	84	81	0.103	2	0.206
MITCHELLFARM LANE	ASPHALT	3	DIRT	84	86	0.423	2	0.846
HOLLOWOOD CIRCLE	ASPH.O.L.	1	DIRT	85	83	0.037	2	0.074
STOCKBRIDGE LANE	ASPHALT	1	DIRT	85	83	0.142	2	0.284
YORKWAY LANE	ASPHALT	1	DIRT	85	77	0.022	2	0.044
BRAMBLEWOOD CIRCLE	ASPH.O.L.	4	DIRT	86	80	0.037	2	0.074
STONE COURT	ASPHALT	1	DIRT	86	83	0.126	2	0.252
ELBERCHT DRIVE (SEC. 2)	ASPHALT	1	DIRT	87	85	0.278	2	0.556
HIGHTOWER COURT	ASPHALT	7	DIRT	87	89	0.186	2	0.372
PEACHTREE LANE	ASPHALT	1	DIRT	87	85	0.205	2	0.41
BELLEFORD COURT	ASPH.O.L.	4	DIRT	88	85	0.076	2	0.152
IVYGATE LANE	ASPHALT	1	DIRT	88	86	0.293	2	0.586
LONDONRIDGE COURT	ASPH.O.L.	4	DIRT	88	86	0.134	2	0.268
SHADOWPOINT COURT	ASPH.O.L.	4	DIRT	88	87	0.158	2	0.316
COOPER ROAD (SEC. 2)	ASPH.O.L.	3	DIRT	89	82	0.421	2	0.842
DEERCREEK LANE	CONCRETE	4	DIRT	89	86	0.047	2	0.094
SHADOWCREST COURT	ASPH.O.L.	4	DIRT	89	87	0.085	2	0.17
TRISHLIGHTS COURT	ASPHALT	1	DIRT	89	87	0.109	2	0.218
BUTTERCREEK LANE	CONCRETE	4	DIRT	90	88	0.07	2	0.14
GENTLEWIND DRIVE (SEC. 2)	ASPH.O.L.	4	DIRT	90	87	0.188	2	0.376
HICKORYLUFF COURT	ASPH.O.L.	4	DIRT	90	88	0.049	2	0.098
SHADOWHILL WAY	ASPH.O.L.	4	DIRT	90	88	0.061	2	0.122
STONEHEDGE DRIVE	ASPH.O.L.	4	DIRT	90	87	0.277	2	0.554
COOPER ROAD (SEC.3)	ASPHALT	6	DIRT	91	87	0.269	2	0.538
CREEKNOLL COURT	ASPH.O.L.	4	DIRT	91	89	0.187	2	0.374
ISLAY DRIVE (SEC. 1)	ASPHALT	7	DIRT	91	87	0.409	2	0.818
FORESTOLEN DRIVE	ASPH.O.L.	4	DIRT	91	89	0.311	2	0.622
LAURELVUE DRIVE	ASPHALT	1	DIRT	91	88	0.235	2	0.47
PEASANT DRIVE	ASPH.O.L.	4	DIRT	91	88	0.357	2	0.714
WELLERSTATION DRIVE	ASPHALT	1	DIRT	91	92	0.16	2	0.32
WOODFERN WAY	ASPH.O.L.	4	DIRT	91	89	0.209	2	0.418
BOBWHITE COURT	ASPHALT	1	DIRT	92	89	0.06	2	0.12
BROMWELL LANE	ASPHALT	1	DIRT	92	89	0.352	2	0.704
CRESTWIND CIRCLE	ASPH.O.L.	4	DIRT	92	89	0.061	2	0.122
DELRAY DRIVE (SEC. 2)	ASPH.O.L.	1	DIRT	92	87	0.269	2	0.538
HARTFORDHILL	ASPHALT	6	DIRT	92	85		2	
HUNTERSKNOLL COURT	ASPH.O.L.	4	DIRT	92	89	0.194	2	0.388
KNOLLWIND DRIVE	ASPH.O.L.	4	DIRT	92	89	0.154	2	0.308

CITY OF MONTGOMERY PAVEMENT RATING SYSTEM

MONTGOMERY PHASE I	ASPHALT	6	DIRT	92	95	0.758	4	3.030
TERWILLIGERS VALLEY LANE	ASPHALT	3	DIRT	92	95	0.131	2	0.262
WINDZAG (SEC. 1)	ASPHALT	1	DIRT	92	98	0.152	2	0.304
WINDZAG (SEC. 2)	ASPH.O.L.	4	DIRT	92	98	0.307	2	0.614
BRIDGEWATER LANE	ASPHALT	1	DIRT	93	91	0.081	2	0.162
CEDARVIEW DRIVE	ASPHALT	1	DIRT	93	89	0.074	2	0.148
COOPER LANE	ASPHALT	7	DIRT	93	94	0.201	2	0.402
DEERSHADOW LANE	ASPH.O.L.	4	DIRT	93	91	0.352	2	0.704
HIGGINS COURT	ASPH.O.L.	4	DIRT	93	90	0.039	2	0.076
HOPEWELL ROAD	ASPHALT	7	DIRT	93	94	0.443	2	0.886
WINDHAVEN COURT	ASPH.O.L.	4	DIRT	93	91	0.108	2	0.216
GLENASH COURT	ASPH.O.L.	4	DIRT	94	91	0.032	2	0.064
JOLAIN DRIVE (SEC. 1)	ASPH.O.L.	4	DIRT	94	92	0.075	2	0.15
TRADEWIND COURT	ASPH.O.L.	4	DIRT	94	97	0.049	2	0.098
TRAVERSE COURT	ASPH.O.L.	4	DIRT	94	91	0.18	2	0.36
WELER ROAD (SEC.2)	ASPHALT	NONE	DIRT	94	95	0.099	2	0.199
GRANDOAKS LANE	ASPHALT	1	DIRT	95	92	0.085	2	0.17
HUCKLEBERRY LANE	ASPHALT	1	DIRT	95	97	0.221	2	0.442
SAMSTONE COURT	ASPHALT	1	DIRT	95	97	0.06	2	0.12
SOUTHWIND DRIVE	ASPHALT	1	DIRT	95	97	0.236	2	0.472
TERWILLIGERS TRAIL	ASPHALT	1	DIRT	95	93	0.203	2	0.406
TERWILLIGERS RUN (SEC. 1)	ASPHALT	1	DIRT	96	92	0.165	2	0.33
TERWILLIGERS RUN (SEC. 2)	ASPHALT	3	DIRT	96	92	0.139	2	0.278
ADVENTURE LANE (SEC. 1)	ASPH.O.L.	4	DIRT	97	93	0.298	2	0.596
ADVENTURE LANE (SEC. 2)	ASPHALT	3	DIRT	97	93	0.228	2	0.456
ADVENTURE LANE (SEC.3)	ASPHALT	1	DIRT	97	93	0.32	2	0.64
OLD LEGEND COURT	ASPHALT	1	DIRT	97	98	0.045	2	0.09
WELER ROAD (SEC.4)	ASPHALT	NONE	DIRT	97	98	0.349	2	0.698
CINDERELLA DRIVE	ASPHALT	1	DIRT	98	99	0.458	2	0.916
COOPER ROAD (SEC.1)	ASPHALT	NONE	DIRT	98	99	0.259	2	0.518
COOPER ROAD (SEC.5)	ASPHALT	3	DIRT	98	98	0.223	2	0.447
COOPER ROAD (SEC. 3)	ASPHALT	2	DIRT	98	99	0.232	2	0.464
FAIRWIND DRIVE	ASPHALT	1	DIRT	98	99	0.185	2	0.37
MONTGOMERY PHASE III	ASPHALT	6	DIRT	98	99	0.353	4	1.411
OLD FARM COURT	ASPHALT	1	DIRT	98	99	0.041	2	0.082
OLD TOWN COURT	ASPHALT	1	DIRT	98	99	0.035	2	0.07
SCHOOLHOUSE LANE	ASPHALT	1	DIRT	98	99	0.336	2	0.672
TRAILWIND DRIVE (SEC. 1)	ASPHALT	1	DIRT	98	99	0.92	2	1.84
TRAILWIND DRIVE (SEC. 2)	ASPHALT	1	DIRT	98	99	0.167	2	0.334
TWINKLE LANE	ASPHALT	7	DIRT	98	99	0.064	2	0.128
BAYWIND DRIVE (SEC. 1)	ASPH.O.L.	4	DIRT	99	98	0.083	2	0.166
BAYWIND DRIVE (SEC. 2)	ASPHALT	1	DIRT	99	98	0.255	2	0.51
BOOKMARK PLACE	ASPHALT	1	DIRT	99	99	0.065	2	0.13
CAMPUS LANE	ASPHALT	7	DIRT	99	99	0.246	2	0.492
DRIFTWIND COURT	ASPHALT	1	DIRT	99	99	0.046	2	0.092
FOURWINDS DRIVE	ASPHALT	1	DIRT	99	99	0.187	2	0.374
GENTLEWIND DRIVE (SEC. 1)	ASPHALT	1	DIRT	99	98	0.086	2	0.172
HARTFIELD PLACE	ASPHALT	7	DIRT	99	99	0.204	2	0.408
JOLAIN DRIVE (SEC. 2)	ASPHALT	7	DIRT	99	99	0.319	2	0.638
JOLAIN DRIVE (SEC. 3)	ASPHALT	1	DIRT	99	99	0.394	2	0.788
KENILWORTH LANE	ASPHALT	3	DIRT	99	99	0.115	2	0.23
KENNEDY LANE	ASPHALT	3	DIRT	99	99	0.097	2	0.194
KERRIANN DRIVE	ASPHALT	7	DIRT	99	99	0.191	2	0.382
KNOX BROOK TERRACE	ASPHALT	1	DIRT	99	99	0.313	2	0.626
LAKEWATER DRIVE (SEC. 1)	ASPH.O.L.	4	DIRT	99	99	0.036	2	0.072
LAKEWATER DRIVE (SEC. 2)	ASPHALT	1	DIRT	99	99	0.102	2	0.204
MONTGOMERY PHASE II(SEC.1)	ASPHALT	2	DIRT	99	99	0.568	2	1.136
MONTGOMERY PHASE II(SEC.2)	ASPHALT	6	DIRT	99	99	0.339	4	1.355
SHRELDAL WAY	ASPHALT	1	DIRT	99	99	0.337	2	0.674

PAVEMENT RATING SYSTEM

STORYBOOK DRIVE	ASPHALT	1	DIRT	99	99	0.47	2	0.94
TANAGERHILLS DRIVE	ASPHALT	1	DIRT	99	99	0.086	2	0.172
THUMBELINA COURT (SEC. 1)	ASPHALT	1	DIRT	99	99	0.049	2	0.098
THUMBELINA COURT (SEC. 2)	ASPH.O.L.	4	DIRT	99	99	0.271	2	0.542
THUMBELINA COURT (SEC. 3)	ASPHALT	1	DIRT	99	99	0.023	2	0.046
TOLLGATE LANE	ASPHALT	1	DIRT	99	99	0.617	2	1.234
VALLEYSTREAM DRIVE	ASPHALT	1	DIRT	99	99	0.077	2	0.154
WESTWIND LANE	ASPHALT	1	DIRT	99	99	0.258	2	0.515
WINDPOINT PLACE	ASPHALT	1	DIRT	99	99	0.045	2	0.09

CITY OF MONTGOMERY
STREET INVENTORY

FILE=C:STREETINVENTORY

B:/s

file=c:street1

MONTGOMERY ROAD - PHASE IV

MAIN STREET & REMINGTON ROAD INTERSECTION SIGHT DISTANCE AND ALIGNMENT PROBLEMS

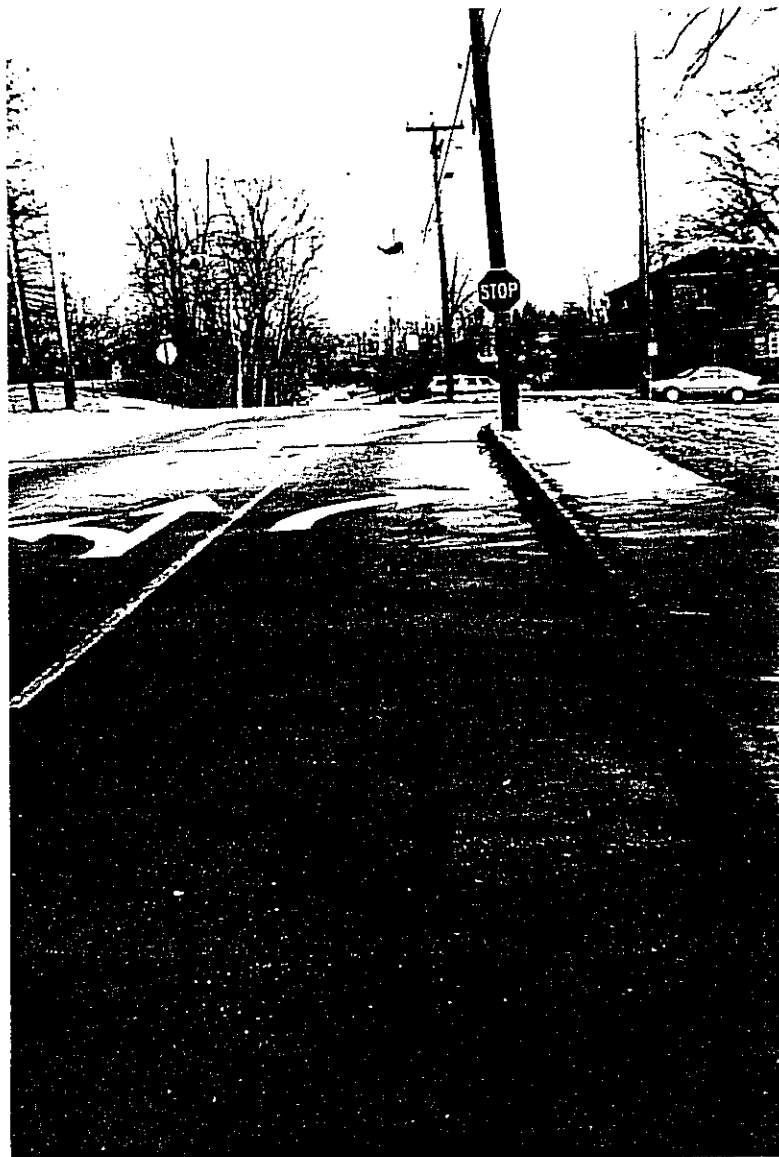


MONTGOMERY ROAD - PHASE IV

MAIN STREET
ALLIGATOR CRACKING



MAIN STREET
LONGITUDINAL CRACKING
TRANSVERSE CRACKING

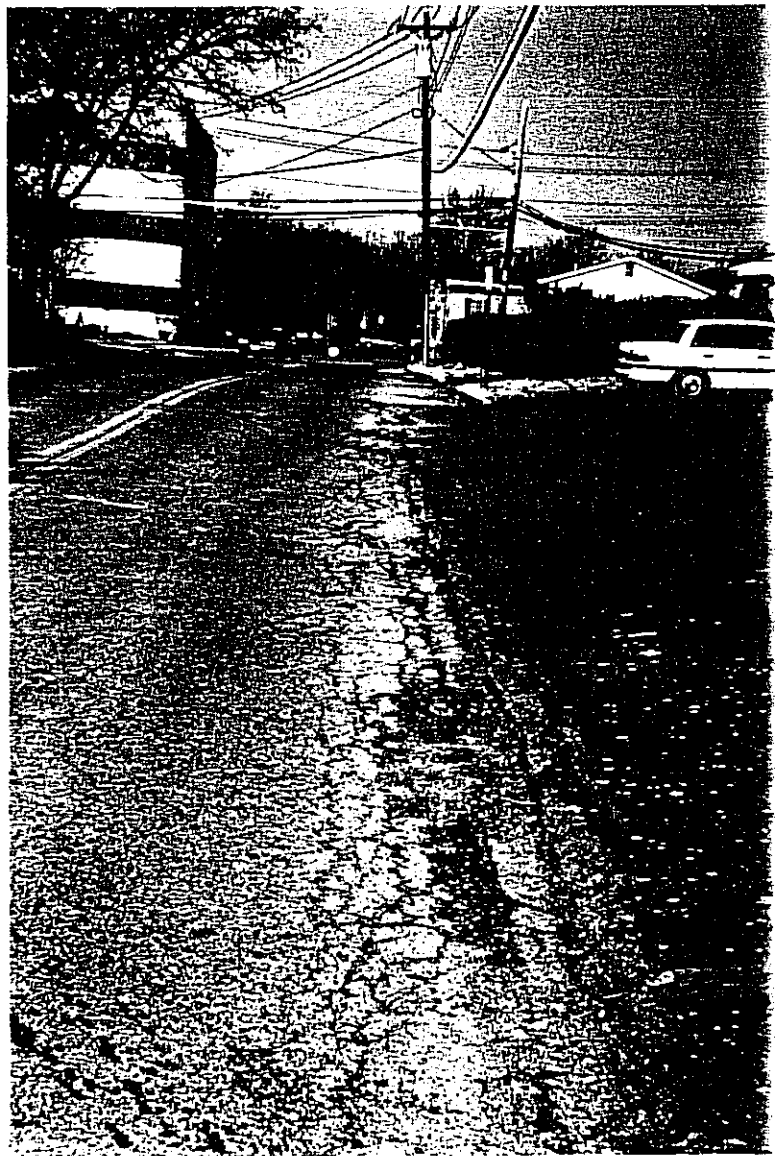


MONTGOMERY ROAD PHASE IV

TERWILLIGERS ALLEY
LONGITUDINAL CRACKING
POTHOLES



TERWILLIGERS ALLEY
DETERIORATED CURB
DETERIORATED PAVEMENT



DRAINAGE INADEQUACIES



ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1993, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, must be provided to substantiate the stated percentage.

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

18.34 lane miles, out of a total of 87.4 lane miles in the City of Montgomery, are in poor condition (pavement rating of 60 and below) for a percentage of 21%.

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the latest general appraisal and condition rating.

Closed	_____	Poor	<u>XX</u>
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The initial pavement was constructed in the early 1900's. It has been resurfaced sometime in the last 10-15 years. The storm drainage system and curb are 20-50 years old and are in poor to fair condition. The Geometrics, Grades, alignment and sight distances are substandard which contribute its poor level of service.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.

1 Month

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE ACCURATE ESTIMATE.

- a) Has the Consultant been selected?..... ☒ Yes No N/A
- b) Preliminary development or engineering completed? ☒ Yes No N/A
- c) Detailed construction plans completed?..... ☒ Yes No N/A
- d) All right-of-way and easements acquired?..... Yes ☒ No N/A
- e) Utility coordination completed?..... ☒ Yes No N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

The City is currently working on acquiring all the necessary Right of Way. All Right of Way Drawings are complete. The acquisition of Right of Way should be complete by June 15.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

See Attached Sheet

5. For any project involving GRANTS, the local jurisdiction must provide a MINIMUM OF 10% of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

24.7%

4. The local Fire Department is located just east of the intersection of Cooper and Montgomery. Currently during rush hour, traffic often blocks their drive. This project is designed to increase the efficiency of this intersection and ultimately provide for an easier access to Cooper Road for the Fire Department. As the primary access to Bethesda North Hospital, improvements to the traffic flow on Montgomery Road will enhance EMS, Fire & Police response time.

By improving the roadway it is the City's hope that the downtown business district will expand to take advantage of the more accessible properties along Main Street. The increased efficiency of traffic on Montgomery Road should help existing and new business flourish.

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID. Attach a copy of the document (ordinance, resolution, etc.) which imposes the ban.**

COMPLETE BAN _____

PARTIAL BAN _____

NO BAN X _____

Will the ban be removed after the project is completed? YES _____ NO _____

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

The traffic counts for Montgomery Road and Main Street are $(19,850 + 10,685) \times 1.2 = 36,642$ users

Additionally, there is extensive school bus and Metro traffic.

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

The Montgomery Road and Main Street Corridor is a major North-South artery. It services the Communities of Kenwood to the South, Sycamore and Symmes Townships to the North, Blue Ash to the West and Indian Hill to the East. This area handles an extensive amount of Commuter Traffic, mainly due to Cross County Highway ending at Montgomery Road just South of the proposed project site.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2) - ROUND 5
LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) - ROUND 4
FY 1993 PROJECT SELECTION CRITERIA - 7/1/92 TO 6/30/93
ADOPTED BY DISTRICT 2 INTEGRATING COMMITTEE, 2/21/92

JURISDICTION/AGENCY: CITY OF MONTGOMERY

PROJECT IDENTIFICATION:

* MONTGOMERY ROAD IMPROVEMENT (REALLY, MAIN STREET FROM MONTGOMERY, TERWILLIGERS ALLEY FROM MAIN TO MONTGOMERY)

PROPOSED FUNDING:

70.8/79.2

ELIGIBLE CATEGORY:

SR/LTIP

POINTS

TOTAL POINTS FOR THIS PROJECT - 36 MAX 50

10

1) Type of project

- 10 Points - Bridge, road, stormwater
- 5 Points - All other projects

5 2) If Issue 2/LTIP funds are granted, when would the construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

- 10 Points - Will definitely be awarded by end of 1992
- 5 Points - Some doubt as to whether it can be awarded by end of 1992
- 0 Points - No way it can be awarded in 1992

12 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

- 15 Points - Poor condition
- 12 Points -
- 9 Points - Fair to Poor condition
- 6 Points -
- 3 Points - Fair condition

MAIN - GOOD TO FAIR
TER - FAIR TO POOR
AVG. - HIGH FAIR

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

- 6 4) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significantly effect on serviceability (e.g., widen to add lanes along entire project)
8 Points - Moderate to significant effect on serviceability
6 Points - Moderately effect on serviceability (e.g., widen existing lanes)
4 Points - Little to no effect on serviceability
2 Points - Little or no effect on serviceability (e.g., street or bridge deck rehab)

- 1 5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

- *6 6) How important is the project to the HEALTH, SAFETY, and WELFARE of the public and the citizens of the District and/or the service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors

8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

SIGNAL & INTERSECTION IMPROVEMENT

- 2 7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

- 2
- 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 5 points. MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

- 0
- 9) Has any formal action or orders by a federal, state, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures, EPA orders to replace or repair sewerage, and moratoriums on building permits in a particular area due to local flooding downstream. POINTS CAN BE AWARDED ONLY IF CONSTRUCTION OF THE PROJECT BEING RATED WILL CAUSE THE BAN TO BE REMOVED.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

- 10X
- 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

→ 10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

THEY SAY 10,000+ A DAY
NO WAY

- 2
- 11) Does the infrastructure have REGIONAL impact? Consider originations & destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc. (Functional classifications to be revised in the future to conform to new Surface Transportation Act.)

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal-Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal-Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

TOTAL AVAILABLE POINTS: 98